कोयला खानों का आधुनिकीकरण

*143. कुमारी आलिया :
श्री अजीत जोगी :

क्या कोयला मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने विद्यमान कोयला खान के आधुनिकीकरण के लिये कोई योजना बनायी है ;

(ख) यदि हां, तो उसका ब्यौरा क्या है और

(ग) ऐसी कौन-कौन सी खानें मध्य प्रदेश में हैं ?

THE MINISTER OF STATE OF THE MINISTRY OF COAL (SHRI P. A. SANGMA): (a) to (c) A statement is laid on the Table of the House.

Statement

The modernisation of the coal 'industry is a continuous process and is taken up progressively in both underground and opencast mines. The modernisation is being done gradually by introduction of modern mining methods. Some of the modern mining methods being introduced are as follows:—

(i) Deployment of large capacity shovels, dumpers and draglines in opencast mines

(ii) India crushing & conveying system for overburden and coal

(iii) Introduction of mechanised Board & Pillar system

(iv) Introduction of Side Discharge Loaders/Load Haul Dumpers

(v) Introduction of continuous Miners such as Road Headers

(vi) Powered Support Longwall technology

(vii) Augur-cum-Drills

(viii) Blasting Gallery method

(ix) Hydraulic Mining

These modern methods are directed primarily towards production, productivity, recovery of coal and safety of the miners. Selective import of technologies to deal with specific geo-mining conditions from countries having long experience in such technologies are also made.

In so far as Madhya Pradesh is concerned CIL have identified 39 small to meduim schemes for reconstruction/modernisation by application of mechanised systems. The names of these mines are given in the Annexure. *(See* below)

Annexure

Name of sanctioned reconstruction projects in Madhya Pradesh State

Western Coalfields Limited

1. Mech. of Eklehara
2. Ganpati
3. Mech. of Sarni (Jumbo)
4. Meoh. of Satpura
5. Mech. of Jharna
6. Sch. for drivage at two incl. at Mauri Block
7. Shivpuri Exp.
8. Jharna Sch. No. 2 (W. Bank)

South Eastern Coalfields Limited !.

Bhatgaon Full Mech. UG
2. Churcha Add SDL
3. Chirimiri UG SDL 3 SEAM
4. Dumanhill—Kotmi SEAM
5. Dbanpuri UG Scheme
6. Govinda Mech. UG
7. Bahraband Pilot SDL UG
8. Malga SDL M/Scheme
9. Bhadra 7 & 8 UG
10. West JKD a drift
11. CHRM O SEAM revised
12. Rungta OC

†सभा में यह प्रश्न श्री अजीत जोगी द्वारा पूछा गया ।

13. Rungta UG SDL
14. Viveknagar incline UG
15. Rajnagar UG SDL
16. Suibhash incline UG
17. Birsingpur 3 & 4 incline
18. Kumda Total Mech.
19. Bijuri—C SEAM
20. Bahraband 3rd incl.
21. NCPH SDL
22. Palkimara UG
23. Jainagar UG total Mech.
24. Bisrampur UG R.O.
25. Katkona SDL Scheme
26. North Chirimiri No. 1 SEAM
27. Amlai New UG
28. Shiva incline N. Chirimiri
29. Korea Colliery N-Patch
30. Rajgamar UG SDL
31. Laxman OC Aug

श्री अजीत जोगी : मान्यवर, मंत्री महोदय ने जो उत्तर दिया है उसमें सामान्य रूप से यह बताया है कि आधुनिकीकरण की प्रक्रिया सतत है और जैसी चल रही है वैसे ही भविष्य में भी चलती रहेगी । जहां तक कोयला उद्योग का संबंध है, स्थिति वास्तव में अत्यन्त गंभीर है । अभी जब कि हमारा उत्पादन लगभग दो सौ मीट्रिक टन है और आठवीं पंचवर्षीय योजना में 270 मीट्रिक टन तक इस उत्पादन को ले जाना है तो जो हमारी दक्षता और क्षमता आज है वह वास्तव में दयनीय है । हमारा ओ.एम.एस. अर्थात, आउटपुट पर मैन शिफ्ट(output per man shift) जिससे हम अपनी दक्षता को नापते हैं वह दूसरे देश की तुलना में बहुत कम है । ओपन कास्ट माईंस में 1.2 और अंडर ग्राउंड माइंस में 0.5 के लगभग है जब कि दूसरे देशों में इससे 5 गुना, 6 गुना और 7 गुना अधिक तक है । इसका मुख्य कारण यह है कि हम अभी भी पुरानी तकनीक अपना रहे हैं । इसलिये इस संदर्भ में मैं जानना चाहता हूं कि जब हमारे ओ० एम० एस० इतना कम है और दूसरे देशों में ओपन कास्ट माईंस और अंडरग्राउंड माईंस का ओ.एम.एस. बहुत अधिक हैं तो आधुनिकीकरण के लिये क्या आप कोई मास्टर प्लान बनायेंगे ? इसके लिये कितना खर्चा आयेगा और क्या मंत्री महोदय कोई ऐसा लक्ष्य बनायेंगे जिससे आठवीं पंचवर्षीय योजना में हमारा ओ.एम.एस. बढ़कर कम से कम दो टन हो जाये ?

SHRI P. A. SANGMA: Sir, it is true that our OMS has remained static as far as underground mines are concerned. It is also a fact that our production in underground mines has also become static. We have tried to introduce some modernisation in our underground mines since 1973 but I must confess that looking at the achievements, perhaps,, we have not been able to absorb the technology to the extent it is required. Therefore, a lot needs to be done. As far as opencast mines are concerned, our OMS has been making a steady increase which is, of course, not yet enough for us. We are making every effort to see tkat our productivity increases.

श्री अजीत जोगी : मैंने मास्टर प्लान के संबंध में पूछा था । उसके बारे में उत्तर नहीं दिया गया । क्या मार्डनाइजेशन आफ कोल इंडस्ट्री के लिये आप कोई

Will you prepare a master plan? [Have you already prepared a maste* plan? If not, will vou prepare it now?

SHRI P. A. SANGMA: Sir, we are preparing a comprehensive plan for modernisation during the 8th Five Year Plan and the money that we are earmarking for that particular sector for modernisation during the 8th Five Year Plan is Rs. 963.54 crores.

श्री अजीत जोगी : मान्यवर, मंत्री महोदय के उत्तर से ऐसा लगता है कि आधुनिकीकरण के नाम से हम जो करने जा रहे हैं वह केवल विदेशों से सहायता लेने के बाद ही कर रहे हैं । मेरे पास यह पिछले वर्ष की एनुअल रिपोर्ट है । इसमें मार्डनाइजेशन के नाम से जो उल्लेख किया गया हैं उसमें केवल यह लिखा गया है कि कोआपरेशन विद यू. एस. एस. आर., कोआपरेशन विद पोलैंड,

कोआपरेशन विद फ्रांस, कोआपरेशन विद यू. के., कोआपरेशन विद जर्मनी, कोआपरेशन विद कनाडा, कोआपरेशन विद आस्ट्रेलिया एंड वर्ल्ड बैंक । इस तरह से केवल विदेशों से सहायता लेकर आधुनिकीकरण की बात सोची जा रही है और कोई भी समग्ररूप से इस दिशा में विचार नहीं हो रहा है । मैं मंत्री महोदय से विशेषरूप से जानना चाहूंगा कि जब हमारी अंडरग्राउंड माइंस की इतनी खराब दक्षता है इतनी खराब क्षमता है और उसका ओ. एम. एस. 0.5 पर जाकर रुक गया है, नहीं बढ़ रहा है तो जो नई तकनीकें डेवलप हुई हैं, सबलेवल केविंग, मल्टीस्लाइसिंग हाइड्रोलिक माइनिंग, तो क्या इन सब के बारे में क्या विचार किया जायेगा और जो आर. एंड डी. के प्रोग्राम्स हैं, कोयला विभाग के, उनमें आधुनिकीकरण के लिये क्या विचार किया जा रहा है ?

SHRI P. A. SANGMA: Sir, it is true that most of our modernisation programmes and introduction of new equipment and machinery have come through bilateral cooperation, particularly with countries like the U.S.S.R., the U.S.A., Canada, Australia, Poland amd, *to* a certain extent, U.K. As I have said, right from the very beginning, we have not been able to fully absorb those technologies so far. A lot needs to be done and we are very seriously looking into all those aspects. I am sure that during the Eighth Five-Year_ Plan, we will be able to do much more than before.

SHRI GURUDAS DAS GUPTA. Sir, the Minister has just now informed the House that a number of foreipn countries have been generous enough to give us equipment for the modernisation of coal fields. My question is this. We have set up a factory in Durgapur known as the MMDC for producion machinery for the modernisation of coal (fields. It was started long back. But Coal India never passed orders for the modernisation of that public sector undertaking. Instead of that, they have been importing from outside. As a result, foreign exchange strain is there. And our unit, which we have set up with colossal investment, has been found to be working much below is capacity. Therefore, I would like to know from the Minister why it is that orders; have not been put on this public sector undertaking and why it is that Coal' India finds it convenient to import machinery from outside at the cost of foreign * exchange.

SHRI P. A. SANGMA: It is a very specific question pertaining to one particular unit why supplies are not being. placed on that. *{Interruptions).*

SHRI GURUDAS DAS GUPTA: No. One moment. This unit was specifically set up in the Second Five-Year Plan to supply and manufacture machinery for Coal India Limited. It is not specific. It was done for that. And Coal India, from the very beginning, have been discriminating. I know the- reason for that. But I cannot say that here. I want to know why Coal India have been discriminating against this unit and why they find it convenient to import as a result of which that unit is sick. Why is it so? It is not a specific question as he says.

SHRI P. A. SANGMA: Sir, I must also admit that our experience with the imported equipment has not been very happy. I had myself reviewed the working of all the equipment in Coal India and I find, Sir, that almost forty per cent of the equipment are not func tioning ..... *(Interruption).*

MR. OH AIRMAN: The imported ones.

SHRI P. A. SANGMA: Yes. And the main reason has been the lack of spare parts. Spare parts are not available Therefore, I have been emphasising myself that wherever it is possible to have indigenous equipment, on the basis of our experience in the past, we must go more and more for indigenous equipment and we must go less for imported equipment. And even if we had zone for any imported equipment in certain areas, we must also simultaneously se_e that spare parts are indigenised and spare parts production does take place here. Therefore, the policy of the Government is to encourage the local units.. .*(Interruptions)*

MR. CHAIRMAN; This particular unit was set up for this purpose. *(Interruptions).*

SHRI GURUDAS DAs GUPTA: Sir, it was set up for this purpose. At least the hon. Minister should assure the House that he will. . .*(Interruptions).* Ths hon. Minister is generalising it.

SHRI P. A. SANGMA: I can assure Mr, Das Gupta that I have noted down whatever points he has made and I will personally look into them.

MR. CHAIRMAN; And you will try to do as much as possible, according to that.

SHRI P. A. SANGMA: Sir, it is a very difficult question and I do not know how many megawatts of power are required for modernisation. It is very difficult for me to understand *that... (Interruptions)*

श्री छोटूभाई पटेल : सभापति जी, मंत्री महोदय से मैं यह जानना चाहता हूं कि कोयला खानों के आधुनिकीकरण के लिए कितने मैगावाट बिजली की आवश्यकता होगी और इसकी पूर्ति के लिए सरकार ने क्या कोई कम्प्रेहेंसिव प्लान बनाया है ? यदि कोई प्लान बनाया है तो उसका ब्यौरा क्या है ?

MR. CHAIRMAN; It depends on what type of modernisation, where and how you bring.

Identification of uneconomic routes by Indian Airlines

*144. SHRI SHIV PRATAP MISHRA: Will the Minister of CIVTL AVIATION AND TOURISM be pleased to state:

(a) whether Indian Airlines has identified the uneconomical routes in the country; if so, the details thereof;

(b) whether Indian Airlines propose to close these routes;

(c) if so, by when; and

(d) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) to (d) A statement is laid on the Table of the House.

Statement

During the current financial year so far, the cost of operations of the following services have exceeded earnings:—

1. Bombay-Ahmedabad-Indore
2. Caloutta-Dibrugarh
3. Calcutta-Tezpur-Iorhat
4. Calcutta-Silchar-Imphal
5. Caicutta-Irnphal-Dimapur
6. Calcutta-Portblair-Camicobar
7. Delhi-Kanpur-Gorakhpur
8. Srinagar-Leh
9. Delhi-Gwalior-B'nopal-Indore-Bombay
10. Delhi-Kanpur-Allahabad
11. Chandigarh-Leh
12. Delhi-Jaipur-Jodhpur-Udaipur-Bombay
13. Trivandrum-Colombo
14. Trichy-Colombo

As these services are catering to needs of remote areas, tourist centres etc. there is no proposal yet to discontinue them.

SHRI SHIV PRATAP MISHRA: Sir, I want to know, through you from the hon. Minister whether it is a fact that some of the routes are rendered .uneconomical because of the uncertain timings and inefficient service of the airlines; if so, what those route are and what remedial steps are contemplated.

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI M. O. H. FAROOK); Sir, the routes which are identified as un-economical a^-e 14 and I have given them in the statement. Tt is not timing alone which is the main factor, but there are so many factors which contribute to the cash loss. Number one is the short sector length. Number two is operation in the North-Eastern region. Number three is low load factor in certain areas. These are the factors which contribute to the cash loss and